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**Supporting
Organizations**

Alliant Energy
American Chemistry Council
Checker Logistics, Inc.
Chippewa Valley Bean Co.
Citizens Utility Board
Cooperative Network
Customers First! Coalition
Dairyland Power Cooperative
Domtar Industries
ERCOWorldwide (USA) Inc.
Georgia Pacific
Great Lakes Timber Professionals
Assoc.
Green Bay Area Chamber of
Commerce
Green Bay Packaging
IBEW Local 2150
Lake States Lumber Assoc.
Leicht Transfer & Storage
Louisiana-Pacific
Madison Gas & Electric
Manitowoc Grey Iron Foundry
Manitowoc Public Utilities
Menasha Utilities
Midwest Food Processors Assoc.
Municipal Electric Utilities of
Wisconsin
Neenah Foundry
NewPage
Ort Lumber
Packaging Corporation
of America
Procter & Gamble
Sadoff Iron & Metal Company
Tomahawk Regional Chamber of
Commerce
Wausau Paper
We Energies
WI Agri-Service Association
WI Cast Metals Association
WI Corn Growers Association
WI Farm Bureau Federation
WI Farmers Union
WI Crop Production Assoc.
WI Industrial Energy Group
WI Manufacturers & Commerce
WI Paper Council
WI Public Service Corp.
WI Utilities Association
WPPI Energy
Wolf River Lumber, Inc.

April 12, 2011

Honorable Dan Elliot
Chairman, Surface Transportation Board
395 E Street, S.W.
Washington D.C., 20423-0001.

Dear Chairman Elliott:

On behalf of the forty-six Wisconsin businesses and organizations of Badger CURE (Consumers United for Rail Equity) please accept these comments for the *Competition in the Railroad Industry* hearing (Docket No. EP 705) scheduled for June 22, 2011.

Wisconsin counts on our nation's railroad network to serve a critical role in keeping our economy robust and capable of meeting opportunities for growth. The current and future economic well-being of many of our state's leading industries is tied to dependable and economically reasonable rail service. The deregulation and consolidation of the railroad industry may have improved the financial condition of the major railroads, but, it unfortunately has left many shippers in our state with little or no competitive choice for transportation which has resulted in higher rates and reduced level of service.

In many areas of Wisconsin, one railroad has a monopoly for freight such as coal and chemicals, many agricultural commodities, and pulp, starch and clay used in papermaking that can only move by rail. Also, because of consolidation and the level of rates they can charge captive shippers, that one railroad can and often does choose to ration service or to not compete for freight such as paper, timber, lumber and other manufactured merchandise that can also move by truck. Both captive and non-captive shippers are, therefore, captive to take-it-or-leave-it rates and service from that one railroad at their Wisconsin locations.

We hope the Surface Transportation Board will take steps toward a more balanced national freight policy that provides adequate protection for shippers from unfair and anticompetitive practices by the railroads. We appreciate your consideration of our comments.

For Badger CURE,

Matt Bromley

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